

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN,"2,338 tons.....Captain W. A. Valentine.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "KINSHAN,"1,995 "....." J. J. Lessius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain J. Willox.
 "NANNING,"569 "....." O. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP...	JAVA	First half January	JAPAN	First half January
TJIPANAS...	JAPAN	Second half January	JAVA PORTS	Second half January
TJIBODAS...	JAVA	Second half January	JAPAN	Second half January
TJILIWONG...	JAPAN	First half February	JAVA PORTS	First half February
TJIMAHI.....	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 31st December, 1906.

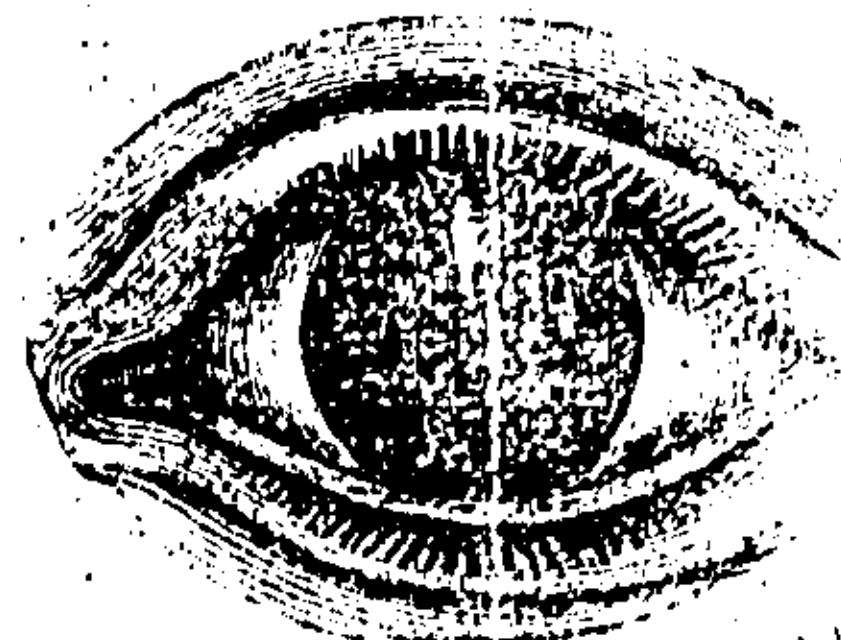
WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 81, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 MERICAN SYSTEM OF DENTISTRY,
 37, DES VOUX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th July, 1904.

1884-18.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 2nd January, 1907.
SEYDLITZ.....	WEDNESDAY, 16th January.
PRINZ HEINRICH.....	WEDNESDAY, 30th January.
GNEISENAU.....	WEDNESDAY, 13th February.
PREUSSEN.....	WEDNESDAY, 27th February.
PRINZESS ALICE.....	WEDNESDAY, 13th March.
PRINZ LUDWIG.....	WEDNESDAY, 27th March.
ZIETEN.....	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 8th May.

ON WEDNESDAY, the 2nd day of January, 1907, at Noon, the Steamship PRINZ EITEL FRIEDRICH, Captain E. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 31st December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	\$61.00	\$42.00	\$22.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	36.00
* TO NEW YORK VIA SUEZ: ...	64.00	44.00	26.00
VIA NAPLES, GENOA OR GIBRALTAR ...	115.00	79.00	47.00
Return	68.00	46.00	27.00
VIA BREMEN OR SOUTHAMPTON	123.00	83.00	49.00
Return	123.00	83.00	49.00

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
SANDAKAN.....	1,793	FRIDAY, 4th January, 1907.
MANILA.....	1,790	FRIDAY, 1st February.
PRINZ WALDEMAR.....	3,227	THURSDAY, 28th February.

ON FRIDAY, the 4th day of January, 1907, at Noon, the Steamship SANDAKAN, Captain Wendig, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA.....	\$28.00	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE.....	\$39.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY.....	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE.....	\$34.10	\$24.10	\$16.00	Return \$62.5	\$44.5
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE.....	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG ...	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.00
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96.00
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZ HEINRICH.....	WEDNESDAY, 2nd Jan.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } GNEISENAU.....	WEDNESDAY, 16th Jan.	

TRANSOCEANIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00
TO BREMEN.....	63.00
TO PARIS VIA CHERBOURG.....	65.00
TO NAPLES, GENOA VIA GIBRALTAR	65.00

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 21st December, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 378 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 870, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I., and Watkins.

Yokohama, May 23rd, 1905.

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NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD.

REGS TO NOTIFY CONSUMERS AND THE PUBLIC THAT ON AND FROM 1ST JANUARY, 1907,

The Price of Gas will be Reduced to
 \$2.75 per 1,000 Cubic Feet.

THE Company takes this opportunity of pointing out the advantages in cheapness and safety of Gas lighting over any other form of illumination, and of inviting inspection of its Show-rooms at West Point and Yau-ma-tei, Kowloon, in which can be seen every description of Gas apparatus suitable for lighting, heating, or cooking.

GEORGE CURRY,
 Local Secretary.

Hongkong, 13th December, 1906.

[119]

THE DRINK of the HOMELAND

Age and
Quality
Guaranteed.

ASK FOR
WATSON'S
No. 10
DUNDEE WHISKY

Supreme
among
Scotch
Whiskies

JAMES
WATSON
& Co. Ltd.,
DUNDEE.

Supplied
by
WATKINS Ltd.
Apothecaries
Hall,
HONG KONG.

And Known all the World round.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[55]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.
TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 7.30 a.m. ...	Every 30 minutes.
7.30 a.m. to 9.30 a.m. ...	Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...	Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...	Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...	Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...	Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...	Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...	Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...	Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...	Every 10 minutes.
8.45 p.m. and 9 p.m. ...	Every half hour.
SUNDAYS.	
8.00 a.m. to 9.00 a.m. ...	Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...	Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...	Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...	Every 10 minutes.
12.00 Noon to 1.00 p.m. ...	Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...	Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...	Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...	Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...	Every 10 minutes.
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra cars at 11.30 and 11.45 p.m.	
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.	
JOHN D. HUMPHREYS & SON, Liquidators.	
Hongkong, 27th August, 1906.	

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their
 FURNITURE STORE
 at
 No. 35, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS principally attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

[69]

Intimation.

Powell's

Ladies' Outfitters,

ALEXANDRA BUILDINGS.

NEW GOODS NOW ON SHOW.

GOLF JERSEYS

White, Navy, Cardinal, from \$5 each.

White and Pale Blue, White and Navy, White and Myrtle, White and Red, from \$5.25 each.

Splendid Value.

COSTUMES

Latest Styles, Well Cut, Smart, from \$30 each.

DAINTY TAILOR-MADE SKIRTS

Serge, Tweed, Voile, Cloth, and Flannel, from \$9.50 each.

INSPECTION INVITED.

POWELL'S HONGKONG.

Hongkong, 31st December, 1906. [40]

To Let.

TO LET.

No. 8, D'AGUILAR STREET, suitable for SHOP AND DWELLING HOUSE, at present occupied by Messrs. K. A. J. CHOTIRMALL & Co., who will shortly remove to No. 64, QUEEN'S ROAD CENTRAL.

Apply to—
K. A. J. CHOTIRMALL & Co.
Hongkong, 12th November, 1906. [530]

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—
HO TUNG, Comptroller Department, Jardine, Matheson & Co.
Hongkong, 26th September, 1906. [949]

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906. [1009]

TO LET.

FOUR-ROOMED HOUSE on PRAYA EAST, near East Point.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 26th November, 1906. [1142]

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.
Apply to—
X. Y. Z., C/o Hongkong Telegraph.
Hongkong, 17th October, 1906. [1013]

TO LET.

NO. 1, WEST END TERRACE, Shamcen, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th December, 1906. [1183]

TO LET.

"RAMFURLY," CONDUIT ROAD. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS on PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in RIFON TERRACE. A HOUSE in WONG-NEI-CHONG ROAD. FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 14th December, 1906. [72]

TO LET.

A HOUSE in KNUITSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1906. [789]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD. No. 51, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West.
Hongkong, 7th November, 1906. [1073]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong 28th May, 1895. [58]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 3rd January, 1907, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon,
FOUR MOTOR BOATS
(more or less damaged).
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th December, 1906. [1243]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
THURSDAY,
the 3rd January, 1907, at 2 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A LARGE ASSORTMENT OF SILVER AND IVORY WARE,
Comprising:—
SILVER BOWLS, CUPS, POWDER BOXES, CARD CASES, VASES, SALT CELLARS, BUCKLES, HAT PINS, &c., &c.;
ALSO
A quantity of CARVED IVORY FIGURES, PHOTO FRAMES, &c., &c.;
AND
A number of SILK-EMBROIDERED BED and PILLOW COVERS, TABLE and CUSHION COVERS.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th December, 1906. [1247]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
FRIDAY,
the 4th January, 1907, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's Godowns,
65 Bales PAPER.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th December, 1906. [1244]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY,
the 5th January, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
SUNDRY VALUABLE HOUSEHOLD FURNITURE,
Comprising:—
DOUBLE and SINGLE IRON BED-STEADS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, WRITING TABLES, TEAKWOOD SIDEBOARDS and DINNER WAGGONS with GLASS, MARBLE-TOP WASHSTANDS, GLASS and CROCKERY WARE, PICTURES, &c., &c.;
ALSO
A quantity of
CANTON CARVED BLACKWOOD WARE;
AND
One GENT'S BICYCLE, English-make (almost new).
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 27th December, 1906. [1245]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,
the 23rd January, 1907, commencing at 3 P.M., on Board the "RAMBLER," the following:—
H.M. Surveying Vessel
"RAMBLER,"
Single Screw, Composite built, Copper Sheathed.
Displacement 835 tons.
Indicated Horse Power 650 N.D.
Extreme Length 103 ft. 3 in.
Extreme Breadth 25 ft. 6 in.
Built 1880.
Engines Compound Surface Condensing, Horizontal, by Elder.
Propeller One Griffith's Gun metal.
Boiler Three Cylindrical Direct Tubular.
Load on Safety Valves 60 lbs.
Distilling Condenser Two Normandy's Single No. 10 distilling 2,688 gallons of water per 24 hours.
HULK "MIDGE,"
Late Twin Screw Gun Vessel, 603 tons, Composite built, Copper Sheathed.
Length 155 ft. 0 in.
Breadth 35 ft. 0 in.
To be Sold as they now lie in Hongkong Harbour, with all Fittings, &c., on board.
A list of Fittings, &c., to be Sold with H.M.S. "RAMBLER" may be seen at the Office of the Naval Store Officer, H.M. Naval Yard.
The Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, &c.
The Vessels will be OPEN TO INSPECTION for Seven days before date of Sale, between 10 A.M. and Noon and 2 and 4 P.M. (Saturday and Sunday excepted).
Inspecting Orders can be obtained from the Auctioneers.
TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 28th December, 1906. [1250]

Intimations.

NEW YEAR HOLIDAY.

IN accordance with Government Notification No. 1096 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW (TUESDAY), 1st January, 1907.
Hongkong, 31st December, 1906. [1234]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING TO THE Notice of 20th December, 1906, and subsequent Notices, SENDERS OF TELEGRAMS are hereby advised that, from 1st January next, the Currency equivalent of the Franc will, subject to revision after three months, be fixed at 80.35, at which rate the charge for all Telegrams will be collected from the said date.
OLAF NIELSEN,
Superintendent.
Hongkong, 20th December, 1906. [1216]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that BERNHARD FÜRST, of 1, Landsegerstrasse, 6, Vienna, Austria, Merchant and Commission Agent, has, on the 4th day of October, 1906, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—
The distinctive device of a Revolver (which is commonly known by the terms "Gun Brand," "Pistol Brand," or "Revolver Brand") and the name "B. FÜRST" in the name of BERNHARD FÜRST, who claims to be the sole proprietor thereof.
The Trade Mark has been used by the Applicant since August, 1902, in respect of Rubber Shoes, Tennis Shoes, Galoshes, Hosiery and other Articles of Clothing in Class 38. A facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.
Dated the 29th day of November, 1906.
WILKINSON & GRIST,
Solicitors for the Applicant.
[1154]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

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The distinctive device of a Revolver (which is commonly known by the terms "Gun Brand," "Pistol Brand," or "Revolver Brand") and the name "B. FÜRST" in the name of BERNHARD FÜRST, who claims to be the sole proprietor thereof.
The Trade Mark has been used by the Applicant since August, 1902, in respect of Furniture and Upholstery in Class 41. A facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.
Dated the 29th day of November, 1906.
WILKINSON & GRIST,
Solicitors for the Applicant.
[1156]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that STOCKTON MILLING COMPANY, of San Francisco, California, in the United States of America, has, on the 12th day of October, 1906, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—
The distinctive device of a Rhinoceros and the words "Crown Mills" in the name of STOCKTON MILLING COMPANY, who claim to be the sole proprietors thereof.
The Trade Mark has been used by the Applicants in respect of Flour in Class 42. A facsimile of the Trade Mark can be seen at the office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.
Dated the 29th day of November, 1906.
WILKINSON & GRIST,
Solicitors for the Applicant.
[1157]

XMAS! XMAS! XMAS!!!

DO not make your Xmas Purchase before you see

A. CHAZALON & CO.,
6, Queen's Road Central.

Who have just received the Finest Assortment of ENGLISH and FRENCH CONFECTIONERY from the best makers of London and Paris;
ALSO
A Large Variety of LIQUORS, BORDEAUX, PORT, SHERRY, WHISKY, &c., &c. from the most renowned houses in France and other foreign countries.
Hongkong, 10th December, 1906. [1157]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of GOLD STRAIGHT available at EAST POINT. Store will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. FARLANE,
Manager.
Hongkong, 22nd June, 1906. [71]

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Fleece Goods, &c.
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.
TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. [116]

UNUSUAL MUSIC.

CATHEDRAL ORGAN THAT PLAYED ITSELF AT MIDNIGHT.

While a patrol of the Royal Irish Constabulary were on their rounds at Clonfert, Co. Galway, at the witching hour they were astounded to hear the magnificent strains of the organ in the ancient cathedral pealing forth.
"At once they sought out the sexton, had the cathedral opened, and found it empty. And the organ was locked up, but still the mysterious melody poured forth."
The strange story has caused a sensation in the district. Some years ago the cathedral of Clonfert was the scene of a similar manifestation, which was never satisfactorily explained.

ROMANCE OF ARMOUR PLATES.

MAN WHO MADE IT POSSIBLE TO RESIST AN 80-TON GUN.

The death, at Sparken, Workshop, of Mr. John Devoushire, Ellis, at the age of 83, recalls the romance of the first manufacture of protective plates for battleships.
Before 1859, when the first armour plates were rolled at Mr. Ellis's Atlas Works in Sheffield, protective armour was made at great cost by hammering plates to the required thickness, but it was due to the sagacity of Mr. Ellis that the first mill for producing armour was put down. Broad bars were rolled to the required width, and these were piled upon one another and welded together until the desired thickness was attained.
For many years this method was continued, until, in 1879, guns had so increased in power that it was considered impossible to produce a wrought-iron plate which could withstand a shot from an 80-ton gun.
Mr. Ellis set himself to solve the problem, and the outcome was the invention of the Ellis compound armor, which consisted of a hard steel face, with a wrought-iron back.
The continued evolution of the gun led to further important improvements in armor, which Mr. Ellis effected by the introduction of the principle of cementation.
The Harvey process—a combination of cementation and chilling—was introduced about this time, and after experiments extending over six years Mr. Ellis succeeded, in conjunction with Capt. Tressider, in producing the Ellis-Tressider compound plates. A 7 in. plate produced by this method had all the powers of resistance of a plate of 10 in. of all steel or compound armor.

HE SUFFERED FROM HIS STOMACH.

INDIGESTION, PAINS IN THE BACK, AND GIDDINESS CURED BY
Dr. Williams' Pink Pills.

Mr. Lim Ya Mo is the proprietor of an Ice depot at Fort Dufferin, Mandalay, and also owns Ice and Mineral Water depots at Schwebau and Memyo, Burma. He is an energetic and well-respected business man, and a man whose word carries great weight with all who have the pleasure of knowing him.
"When I was living in Penang some four years ago I began to suffer from disordered digestion," said Mr. Lim Ya Mo. "My appetite was very poor, he continued, and I became weak. After eating I had wind in the stomach and felt uncomfortably full. Sometimes my head ached. In the early morning I used to feel giddy and as if I wanted to vomit. My tongue was white, there were pains in my chest, I used to sleep very badly."



Mr. Lim Ya Mo, of Mandalay.
(From a photograph.)

"My liver was also out of order. Upon rising in the morning everything seemed dark before my eyes. My bowels did not act regularly. I became very thin and my face was an unhealthy colour. I used to get very bad pains in the back."
"I tried Chinese medicines first but these did me no good. Then I heard about Dr. Williams' Pink Pills for Pale People from friends in Penang and on their advice I tried these Pills. At this time I was in a thoroughly miserable run-down condition. Well, I bought some Dr. Williams' Pink Pills and before I had finished using two bottles I found myself cured. All the symptoms had left me and since then they have never returned. Now I am quite healthy. I have not had to use any medicines since."
"The remainder of the Pills—over and above what I had used for myself—I gave to a Chinese lady in Penang," continued Mr. Lim Ya Mo. "This lady is a relative of mine: She was suffering from the complaints which so many women have, but after taking Dr. Williams' Pink Pills for only a short time she reported herself as quite restored to health."
It is because of their remarkable strengthening action on the digestive organs that Dr. Williams' Pink Pills for Pale People restored Mr. Lim Ya Mo to health. These Pills are the greatest tonic known. They purify and enrich the blood, they make new blood, and the new good blood carries health and strength to the whole system. This is why Dr. Williams' Pink Pills have earned their world-wide reputation as the great remedy for Indigestion, Bile, Liver Complaint, Headaches, Kidney Diseases, Paralysis, Beri-beri, Early Decay, Nervous Breakdown, Rheumatism, Scrofula, Boils, Pimples, Chest Complaints, and the after effects of Fever, Dysentery, Influenza and Chills. To ladies suffering from irregularities and the special ailments of their sex these Pills are invaluable. Men broken down by overwork, excesses, or other cause are speedily restored by their use. Obtainable at most shops where medicines are sold, these Pills can also be had, post free, 6 bottles for \$4, or one bottle for \$1.50 from the Dr. Williams' Medicine Co., Singapore.

Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry, creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness, and Slow Development in the young, it gives quick and certain relief and cure. Dr. C. C. Shumway, of Canada, says: "I shall continue its use, with I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists."

THE ALL NATIONS' HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in a position to receive Pupils of all ages, either with or without Board and Lodging. For a thorough practical education, no better School can be found on the China Coast. Fees very moderate. Inquire at No. 7, Canton Road, Kowloon, or address Mr. F. L. CLYDE, the Principal, at the College.
Hongkong, 26th December, 1906. [1237]

PRIVATE INFORMATION BUREAU.

ANY person wishing to obtain Private Information on any subject of legal concern should apply to the SOUTH CHINA INFORMATION BUREAU AND INQUIRY OFFICE, No. 14, Des Voeux Road Central, and floor. The Bureau is managed by one who is thoroughly acquainted with the customs, habits, manners and language of the Europeans, Chinese and nearly every other nationality found in Hongkong and neighbourhood, assisted by a thoroughly competent staff. Charges very moderate. Office hours from 2.30 to 7 P.M. daily.
Hongkong, 26th December, 1906. [1238]

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

SHERRIES.

DIRECT SHIPMENTS FROM SPAIN.

Sherry \$8.00 per Dozen.
Pale Sherry Dry (Gold Capsules) 10.00 "
Pale Sherry Dry (Red Capsules) 14.00 "
Gold Sherry (Yellow Seal) 15.00 "
Manzanilla (Red Capsules) 16.00 "

MADEIRA.

Silver Capsules \$12.00 "
Gold Do. 14.00 "
Red Do. 16.00 "

MARSALA.

Marsala \$12.00 per Dozen.

MOSCATEL.

Gold Capsules \$10.00 per Dozen.
Red Do. 12.00 "

MALAGA.

Dark Malaga \$8.00 per Dozen.
White Do. 10.00 "

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central,
Hongkong, 26th December, 1906. [110]

Intimation.



A. S. WATSON & CO., LIMITED.

NEW YEAR PRESENTS.

PIVER'S FANCY TOILET CASES

(Containing Soap, Perfume, Powder and Toilet Water.)

Manicure Sets.

Pipes, Ugar and Cigarette Holders and Cases.

Out Glass Bottles, Silver Mounted and Plain.

Houbigant's Ideal and Royal Perfumes.

Roger and Gallet's Fleur D'Amour, Vera Violetta and other Perfumes.

Piver's Trefle, Azura and Corylopsis Perfumes.

CRYSTALLISED FRUITS.

Pascall's & Cadbury's Confectionery in Fancy Boxes.

WINE AND SPIRIT HAMPERS.

Containing our well known Brands of PORT, SHERRY, WHISKY, BRANDY, &c.

\$15.00, \$20.00 and \$25.00 (The last named includes 4 doz. quarts of St. Marcoux 1898, the wine of the Entente Cordiale Celebrations in Paris.)

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 26th December, 1906.

BIRTHS.

TANAKA.—On 30th December, at 10, Macdonnell Road, the wife of Mr. T. TANAKA, the Japanese Consul, of a son. (1255)

On 24th December, at Anping, South Formosa, the wife of H. W. ARTHUR, of a daughter (Annie Gordon Neil). (1256)

On December 25, at Shanghai, the wife of REGINALD N. TRUMAN, of a son.

On December 26, at Shanghai, the wife of ROBERT MCGREGOR, of a son.

On Christmas Day, at Shanghai, the wife of ARTHUR STANLEY, of a son.

MARRIAGES.

On December 21, at Fochow, JAMES BLUNDY of the Church Missionary Society, Fukien, to ANNIE HELEN MADLINE TAPSON, of Swanley, Kent, England.

On December 15, at Shanghai, HERBERT MIDDLETON, eldest and only surviving son of the late Edward Middleton of Sheffield and Calcutta, to GEORGINA BEATRICE, youngest daughter of the late Rev. George Fenton Hamilton of Dublin.

THE HONGKONG TELEGRAPH

HONGKONG, MONDAY, DECEMBER 31, 1906.

PASSING OF 1906.

With the closing of this month-to-night, dies one of the most eventful years this Colony has experienced for several decades, and in these dying hours of 1906, before we attempt to cry "Ave" to his successor one cannot but cast one's thoughts back, and see what the infant year we welcomed twelve short months ago, has achieved during that short space of life. Perhaps the first thought that strikes one in thus reviewing the old year is that, as it dies, it leaves true "Peace upon Earth." For all nations are, even if only outwardly, at amity the one with the other, and the coming year will be born without one single rumour of the likelihood of that peace being disturbed. Looking at the year as it concerns our little Colony, we find it opens with His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., as is customary at this time of the year, passing around from school to college, distributing prizes hardly striven for and pleasurably anticipated, His Excellency's personality and urbanity much enhancing the pleasure experienced by the successful pupils and scholars in receiving those prizes and diplomas at His Excellency's hands. This year, however, to the regret of all, His Excellency has been compelled to leave the Colony, wherein his presence is so much missed, in order to recuperate his health, which was so much shattered by the unfortunate accident he sustained, while playing polo in November last. In this connection, however, all communities here

have rejoiced at the news received of His Excellency's satisfactory progress towards complete recovery, and probable speedy return to us. The year marked an era among the annals of the Colony, as January saw the first celebration of St. George's Day, by the English members of the community, that has ever been held here, the day being marked by a Ball which was one of the most successful ever witnessed in Hongkong. During this month also the British Squadron in Far Eastern waters left these shores to visit Manila, where they received a right royal welcome, being fêted, dined, and otherwise entertained, with all the lavish hospitality—for which Uncle Sam is so well-known—to their own and their hosts' mutual delight. Later in the year the American squadron visited us in return, and Jack forgot not his welcome in Manila, and all was done that could be done to return and show our appreciation of the hospitality extended to our Tars in Manila, both by Jack afloat and the residents ashore. This month also saw the election of Hon. Mr. H. E. Pollock, K.C., to a seat in the Legislative Council—a most popular appointment, but one also carrying with it, on account of the exigencies of his own business concerns, his regrettable resignation from the Sanitary Board, where he was so much needed. The first big event of the year, so to speak, was the welcome accorded to H.R.H. Prince Arthur of Connaught, who was then en route to Japan to convey the insignia of the Garter to His Imperial Majesty the Emperor of Japan, which high Order had been conferred upon him by His Majesty King Edward VII., balls, banquets, *alfresco fêtes* and a dinner-party given by the Chinese in the Ko Shing Theatre, together with golfing, boating and other out-door recreations being included in the programme for H.R.H.'s entertainment. About this time came two amusing rumours to the Colony—that Great Britain had been offered the Philippine Islands on purchase, and had refused the offer, and next that Japan was to be the purchaser. Both, needless to say, were more *rumours*. The Jockey Club held the usual Race meeting, which was as successful as in past years, and the A.D.C. staged "Princess Toto" during the week. The legal fraternity lost two of its prominent members, in the persons of Mr. V. H. Deacon, of the firm of Messrs. Deacon, Looker and Paecon, who retired and returned to England, and Mr. E. A. Bonner, of the Crown Solicitor's office, whom Death claimed. Towards the end of March Hongkong was enveloped in fogs, and so heavy were they as to interfere with the navigation in and out about the harbour. These were the heaviest fogs experienced in the Colony for many years. There were great times spent when the Japanese and French squadrons visited us, and nothing was left undone to entertain our allies and the foreign naval parties. In April Hongkong shipping in the harbour had a unique experience, when, on a calm and sultry day the waters of the harbour were suddenly upheaved and set the vessels rolling, pitching and tossing. It was a "quake," but, fortunately no damage was done. At the end of April Mr. E. A. Hewitt was elected to the Legislative Council, to represent the Hongkong Chamber of Commerce. This month also witnessed the first of the revived meetings of the Horticultural Society, which, unfortunately, did not prove the success that was anticipated for it. The Supreme Court also had its surprise for us, for there was caused a considerable sensation when, at the termination of a case, his Honour the Chief Justice, called up seven witnesses, merchants of good standing, and committed them to gaol for perjury, and an appeal was entered to the Privy Council. The year also witnessed the retirement of both the naval and military Commanders-in-Chief in the persons of Admiral Sir Gerard Noel, and Major-General Villiers Hutton, respectively. The arrests, trial, prosecution on charge of accepting bribes, their discharge and subsequent dismissal, of two well-known Sanitary Inspectors was the next sensation which stirred the community. After a fairly quiet interval Hongkong was suddenly, and all unwarned, visited by the most terrible, devastating and life and property-destroying typhoon that has visited the Colony for many a long decade, the tale of loss of life being harrowing in the extreme. But the details of the terrible havoc wrought on that memorable Typhoon Day are all too fresh in all our memories to need any recapitulation here, for all know that amongst the victims were many mercantile marine captains and officers, besides thousands of unfortunate Chinese sampan and junkmen, to a number which will never now be known. Scarcely had the Colony recovered from the terrible shock it had received when it was again shaken to its depths by the awful holocaust on board the s.s. *Hankow*, with its terrible tale of death by burning. Next the Colony, and we think we may with safety say, the whole Colony, were called upon to mourn the death of the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Harbourmaster and Marine Magistrate, a man beloved by all, and the "sailors' friend" in very truth.

Other deaths, by murder, suicide and sudden sickness there were, but at this season of "Peace, perfect peace, and goodwill" let us draw a curtain upon the sorrows, and think only of the pleasures, such as they were, of the past year. Both the military and navy have been busy, the former with manoeuvres and sham fights ashore, and the latter with manoeuvres and target-practice afloat. In official circles there have been several changes. The Hon. the Attorney General Sir Henry Berkeley, who was lately created a K.C. retired for the purpose of entering into private practice, being succeeded by Mr. H. H. J. Gompertz, Chief Magistrate. Then Mr. F. H. May, C.M.G., arrived from Home and relieved Hon. Mr. T. Sercombe Smith as Colonial Secretary. Next His Excellency the Governor left for Java and Hon. Mr. F. H. May, C.M.G., was sworn in as Officer Administering the Government. Mr. T. Sercombe Smith reverting to the post of Colonial Secretary. Dr. J. M. Atkinson returned from Home, relieving Dr. F. Clark as President of the Sanitary Board, the latter resuming his substantive appointment of Medical Officer of Health. Sport has received a great impetus on account of the influx of much "new blood" together with His Excellency's keen interest in it, in all its branches, and sporting clubs have made great strides in popularity. It remains now only for us to wish our readers A VERY PROSPEROUS NEW YEAR.

LOCAL AND GENERAL.

* * * To-morrow (Tuesday) being New Year's Day there will be no issue of the *Hongkong Telegraph*.

THE Chinese Engineering and Mining Co.'s total output of the Company's three mines for the week ending December 5 amounted to 23,622.86 tons and the sales during the period to 22,173.24 tons.

THE Waiwupu has decided to negotiate a commercial treaty with Siam and has ordered the Chinese Minister to London, Wang Teh-hai, to ask the Siamese Minister to London to inquire into the views of the Siamese Government in the matter.

FROM all accounts the last issue of *The Golden* has not "gone down" in certain quarters and an eminent member of the lawyer fraternity has been requested to take proceedings against those responsible for the journal on account of certain statements which appear therein.—*Shanghai Times*.

TWO Kowloon earth coolies were before Mr. F. A. Hazeland, to-day, at the Police Court, on a charge of making an unnecessary noise in Macdonnell Road, yesterday, with their wheelbarrows. The squeaking noise was heard at Tsim-tai-tai Police Station and Inspector Angley sent out a *lukong* and arrested the defendants. They were fined \$2 each.

WITH the close of the year Mr. Thomas Catling will retire from the editorship of *Lloyd's Weekly News*. Mr. Catling has been connected with *Lloyd's* for over fifty years. Originally he was a compositor on the journal when Douglas Jerrold edited it. In future *Lloyd's Weekly News* will be under the direction of Mr. Robert Donald, managing-editor of the *Daily Chronicle*.

W. F. FARNOWORTH, a coal passer, on board U.S.S. *West Virginia*, was arraigned before Mr. F. A. Hazeland, at the Police Court, this morning, on a charge of stealing four bottles of whiskey, valued at \$4.05, from a compadre's shop, No. 107, Queen's Road East, last evening. The accused denied the allegation, and as he intimated that he had witnesses to call, the case was adjourned.

ON the complaint of one Elbridge R. Manroe of No. 247, Station Street, Mongkok, Li Sang, an undertaker's coolie, was arraigned yesterday at the Police Court, on a charge of obtaining one dollar from the complainant under false pretences. The case was called on before Mr. F. A. Hazeland, at the Police Court, to-day, and as the complainant did not appear the defendant was discharged.

DAICHI Matsumoto, a Japanese merchant, residing at No. 28, Connaught Road Central, pleaded guilty at the Police, this morning, to a charge of assaulting a ricksha coolie in the Central district, yesterday. It was said that the coolie was not running fast enough. After repeated demands to increase his pace, the Jap got out of the vehicle and delivered a couple of punches to the coolie. He was fined \$10.

THE KOWLOON RAILWAY.

COOLIE AND A LOCOMOTIVE.

Chan Chun, a surface man, employed on the Kowloon-Canton Railway, was arraigned before Mr. C. A. D. Melbourne, this morning, at the Magistracy, on a charge of maliciously damaging, with intent to render useless, a locomotive, the property of the Railway Contractors, at Tai-ko-tai, yesterday.

Defendant pleaded guilty to the charge. It was about fifteen minutes yesterday, when the men were off duty, that accused boarded a locomotive, and pulling the lever, started her going. He knew how to start and reverse her engine, but did not know how to stop it. When he found the engine going at a good pace, in the direction of the sea, and his efforts to stop her useless, defendant jumped off, and allowed the engine to go ahead. After a few yards the locomotive swerved and crashed into a stack of timber, doing slight damage to herself. The noise of the impact attracted the attention of the other men, who promptly arrested accused. He was sentenced to fourteen days' hard labour and six hours' stocks.

CANTON DAY BY DAY.

U.S. CHINESE EXCLUSION ACT.

[From Our Own Correspondent.]

Canton, 29th December, 1906. The Canton Boycott Association has received a cablegram from the headquarters of the American Boycott Association, at Oakland, Cal., U.S.A. The cable states that lately President Roosevelt has announced to Congress, that the discussion of the Chinese Exclusion Act will be discontinued, which means that the said Act will remain in force as formerly, so all the former exertions of the various associations will be wasted, if no immediate action is taken. The message also advises the people of the working class not to proceed to the isthmus of Panama, to work on the canal, and to communicate these facts to the public and the press. Upon receipt of the cablegram the Canton Boycott Association at once issued circulars calling a meeting at the Kwonghai Hospital, on the 30th instant, to discuss the present state of affairs.

LIENCHAU COMPENSATION. Yesterday, H.E. Viceroy Chow gave notice to the Sin Hau Kuk (Reorganisation Department), to get ready 25,000 taels; for the payment of the compensation in regard to the Lienchau affair.

A FOREIGNER FINED.

Yesterday, two foreigners went into a foreign goods store in Sappato, to purchase a cigarette holder. The cost of the holder was 30 cents, and one of the foreigners tendered a 10-dollar note in payment. The shopkeeper returned the change in Canton notes and small coins, but the foreigner refused to accept these. After some argument, one of them took back the note, and at the same time pocketed the holder, and proceeded to leave the shop. The shopkeeper made protestations, but the foreigner not only refused to pay, but went so far as to break one of the shop's glass show cases. The police on duty arrested the foreigners, and brought them before the French Consul for trial when they were ordered to pay \$4.30 as damages to the shopkeeper, and to leave Canton.

AN ECONOMICAL VICEROY.

Formerly, H.E. the Viceroy had installed in his yamen several hundred electric incandescent lamps, which cost a monthly expenditure of 400 dollars gold. This H.E. considers to be too expensive, and has given orders to have the lamp removed and have put in their place incandescent gasoline lamps.

CHINESE RAILWAY CARS.

KOWLOON-CANTON LINE.

The Canton-Hankow line, now in course of construction, is an enormous undertaking and will require many years for completion. The Canton-Hankow line, when completed, will connect with the Hankow-Peking line and give Peking direct communication with South China, a distance of over 1,400 miles. The Canton-Hankow line is in Chinese hands, the engineers even being natives brought from the north. It is expected that twelve miles of the line will be completed by December; connecting Canton with towns of importance; and the Wason cars will be used on these twelve miles when built and farther north as the track is laid. Half of the full order of the seventeen cars is to be delivered by April 1st next.

The traditional objections of the Chinese to an innovation of this sort have abated, and one hears little or nothing of the fears and alarms lest the graves of ancestors be disturbed. The Wason Company, in securing this order for cars through its representative, dealt directly with the president and director of the line, a Chinese gentleman. From Canton westward there is already a line of twenty-eight miles of double track, standard American gauge, on which is rolling stock built by the Wason Company. The line is under the ownership of the three adjacent provinces, but managed by the same directors in charge of the new line. It is this branch of twenty-eight miles which boasts obsolete engines of the elevated railway company of New York City.

The new line from Canton to Hankow, the "Chicago of the Chinese empire," some 700 miles to the north, is being built by popular subscriptions exclusively among the Chinese. From Hongkong north toward Canton (ninety miles away) the section within the British colony is being rapidly pushed by the English on modern lines, and it must be that this object lesson and the honest application of the same will impress the Chinese, who are suffering from a lack of confidence. There has been a contest between representatives of car companies of different countries to get their cars in on this new line. The effect of this early order of cars is to practically standardize the roads of South China to the American type (corridor cars) as against compartment cars, in the making of which American companies can scarcely compete with Europeans.—*Consular Report*.

AN American Jewish Committee has been organized to protect, preserve, and extend the civil and religious rights of the Jews. It is also intended to have a surplus fund of a million dollars ready for many sudden emergencies, such as outbreaks similar to the anti-Jewish riots at Kishineff and the earthquake at San Francisco. Messrs. O. S. Straus and J. H. Schiff and prominent Jews throughout New York are members of the committee.

SHIPPING AND MAILS.

MAILS DUE.

American (*America Maru*) 1st prox.
Indian (*Kutang*) 1st prox.
German (*Prins Heinrich*) 2nd prox.
American (*Siberia*) 7th prox.
Australian (*Taiyuan*) 14th prox.
German (*Manila*) 15th or 16th prox.

The P. & O. S. N. Co.'s s.s. *Java* left Singapore for this port on 29th inst., at 5 p.m.
The s.s. *Siletia* left Singapore on 30th inst., at 1 p.m., and may be expected here on 5th prox.

The Imperial German Mail s.s. *Prins Elit* left Shanghai on 29th inst., at noon, and may be expected here on 31st inst., p.m.
The Imperial German Mail s.s. *Prins Heinrich* carrying the German Mails with dates from Berlin of the 4th inst., left Singapore on 29th inst., at 9 a.m., and may be expected here on 2nd and 3rd prox., at 10 p.m.

TELEGRAMS.

[Reuters.]

France.

LONDON, 28th December.

The French Cabinet is considering a Bill for suppressing military Court-martials in time of peace. Soldiers will be tried by the Civil Courts, though the sentences will be heavier than those of civilians. Regimental councils will deal with offences against discipline.

Inclement Weather in Europe.

Snowstorms and gales continue in Great Britain, Germany, Austria, Switzerland and France. The railways on the continent are disorganised.

Later.

Snowstorms are greatly delaying all telegrams.

During a snowstorm on Thursday night, the Japanese liner *Ang Maru*, bound from Antwerp to Middlesbrough, was driven on the rocks a mile off Redcar, and immense seas are washing over her. Previous to her going on shore she was anchored, but the cable broke.

The local fishing boats and the life-boats did the most gallant work at midnight. Two of the passengers and seventy out of the crew of 120 were landed.

The terrific gale then threatening prevented the continuance of the rescue work. The vessel is heeling over.

29th December.

All the crew of the *Ang Maru* have been landed.

CENTRAL CHINA FAMINE.

IMPERIAL AID FOR SUFFERERS.

December 23.

We have received a joint memorial from Tuan Faog, Viceroy of the Liangkang provinces; Chên K'uei-lung, Governor of Kiangsu, and Yin Ch'ang, Commander-in-Chief and high Commissioner for the Kiangpoh District covering the effects of the floods last summer in the prefectures of Haichou, Haichou and Huanian, the disasters from the inundation being the most severe in the whole Viceroyalty. Later they have come to Kiangning (Nanking), Yangchou, Chinkiang and Taioukiang immense crowds of famine sufferers to seek for food, and the stories we read of their sufferings make us sympathize deeply with our poor people. We have already given Tls. 100,000 from the Privy Purse for their relief and also given permission for the sale of Tls. 300,000 worth of Grand tribute rice towards the same charitable object, and we have, moreover, commanded the Ministry of Finance to provide ways and means for sending more money to the sufferers. Owing to the urgency of the crisis we now hereby command that the sum of another Tls. 100,000 be taken from the Privy Purse, which the said Ministry is to advance for us, and immediately send to the memorialists who must select trustworthy and reliable men to distribute relief to the unfortunate sufferers and manage that none of our suffering subjects shall be omitted from the relief destined for our people.

COMMERCIAL.

FREIGHT.

Messrs. Lamke and Rogge write on the 29th December, 1906:—The feature of the fortnight has been an extensive chartering business from Saigon for this port, contrary to expectations, because of the continued assurance that the old crop was exhausted and the new crop not ready yet. Still, a large amount of tonnage has been booked, it is stated partly for old and partly for new rice. Many owners declined the poor rates—10 to 12 cents a picul. Charterers, however, succeeded in filling their wants at the low level, and there is additional tonnage on the market. Inquiries, recently referred to for steamers for a series of trips to commence at Saigon by middle or end of January, have in the interval also been made in several instances. Business is reported done for six trips at 15 and 14 cents to Hongkong, same rates for Singapore, and 27 cents Saigon to 1 port Philippines. Also on monthly basis a fixture has now become known as having been done for Saigon charterers' account some time ago, viz. German s.s. *Quaria*, first half February delivery, 5 1/2 months, \$5,000 per month, and, altogether, the belief is upheld that prospects for good freights from Saigon will somehow be realized. The current year, however, certainly not fulfill the expectations and hopes which were cherished in December last, as the Saigon-Hongkong rate never rose above 17 cents, Saigon-Philippines freights moved between only 21 and 31 cents—mostly near 25 cents—and for Saigon Java we find highest rate was 27 cents, in only one instance even—and as low as 17 cents was taken in order to secure business! And how many boats, from want of paying employment, have time and again been compelled to idle? 1906 has certainly been a very poor year for the Eastern coasting trade. Excess of tonnage over requirements has been the keynote of it. May the new year help to a more satisfactory state of freights!

Continuing the review of fixtures of the fortnight we have had a charter from Saigon to Singapore at 13 cents. Saigon to Philippines nothing done, probably on account of the impending higher import duty, though some say that same may not be enforced from 1st January, as has been reported.

From Java here, dry and wet sugar and presumably molasses, a charter has been arranged at 25 cents.

Natuna Island to this, a suitable steamer, 9,000 tons reg. net, is reported fixed at \$10,000 in full.

Japan coal freights continue at about \$1.25 Moll to this, quiet; a charter is reported from this to the \$2 per ton.

From Hongkong, no special requirements. The mines are expected to close up in another 2 or 3 weeks for the Chinese New Year holidays. Sall tonnage loading or to load:—For Baltimore and/or New York:—Amer. ship *R. B. Sutter*, 1,630 tons, arrived from Haiphong, 21st December, Sall-tonnage, Disengaged:—British steel 4-m barque *Arrow*, 2,271 tons reg. Departure of Sall-tonnage:—Am. ship *F. F. Chapman*, for Baltimore, 18th December. Am. ship *Levy*, for Esquimaux, B.C., 19th December.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

AMERICAN BOYCOTT REVIVED.

LARGE MEETING AT CANTON.

CHINESE LABOURERS FOR THE PANAMA CANAL.

[From Our Own Correspondent.]

Shamoen, 31st December, 4 p.m.

A meeting was convened by the American Boycott Association at the Kwonghai Hospital yesterday.

There were over a thousand persons present.

After the leading speakers had addressed the meeting, the following resolutions were passed, viz.:

(1) That the boycott of all goods of American manufacture be again made effective.

(2) That the proprietors of all Chinese newspapers be requested to decline all advertisements relating to American goods.

(3) That Chinese labourers be dissuaded from proceeding to work at the Panama Canal.

(4) That a petition be submitted to His Excellency the Viceroy asking the Throne to open negotiations with the American Government on the subject of the Chinese Exclusion Act.

(5) That placards be posted throughout the country embodying the resolutions of the meeting.

THE "PENNSYLVANIA" MINSTRELS.

From the programme issued for the wind-devils and minstrel performance to be given at the City Hall to-morrow night by the U.S.S. *Pennsylvania* troupe, a capital show may be anticipated by the citizens of Hongkong whom our American Naval guests will entertain to-morrow evening. Exceptional merit is claimed for the clever performers by whose combined talent, under Lieut. Roper, U.S.N., a programme of songs and comedy will be presented to the theatre-goers to-morrow evening. Booking has proceeded satisfactorily, the seats on the dress circle being for the most part already reserved.

THE PROHIBITION AGAINST OPIUM AND OPIUM ACCESSORIES.

A recent report that the local native authorities are trying to extend the Imperial prohibition against opium and opium accessories within the boundaries of the Foreign Settlements of Shanghai and in doing so seek to persuade the Consular Body to allow the summary arrest and punishment of owners of Chinese drugshops and dispensaries, doing business inside the Settlements, who sell anti-opium pills containing either morphia or opium, is causing much indignation and unrest amongst many of our Chinese fellow-residents, says the *N. C. D. News*. It is stated that the reason of the delay in putting this new law into effect has been owing to the non-reply of the Consular Body to the Shanghai Tao-tai's dispatch upon the subject. Many Chinese business men here, even those not addicted to the opium habit, consider the desire to "shut down" upon the habit and close the premises of dealers in the commodity too sudden; for many of them, never dreaming of such a movement against opium, have brought in large quantities of the drug, both in morphia and raw opium form, so that the summary closing of opium shops, and prohibition against the sale of anti-opium pills and medicines would simply spell ruin to many who are well off in this world's goods at the present moment. It must be borne in mind that it is not the prohibition law that is objected to but the summary manner with which it is proposed to apply the law by the Chinese officials. Then again, what, if in the Foreign Settlements the law be enforced on the understanding that it is being similarly enforced in Chinese territory and it be found out that after all, as on many previous occasions, there has only been a perfunctory enforcement of the law? The chances are, we should think, that many Chinese would prefer to "cross the border" and seek "peace" there from the prying eyes of a vigilant Municipality. It is hoped, therefore, that if the authorities in the Settlements intend to cooperate with the Chinese authorities with regard to the enforcing of the prohibition law against opium, the latter must first show what they can and will do, and what is of the greatest importance, show that the methods for enforcing the law will be persistently applied without any slackening of the reins—for there is a saying in this country which is almost becoming a proverb, that "Government water-pipes have only a beginning, but no ending."

ALONG THE CHINA COAST

II.

TIDAL CURRENTS IN RIVERS.

(Continued from Wednesday.)

There is no appreciable tidal effect in rivers due directly to the tidal attractions of the sun and moon, but the tidal wave in a river is caused by the oscillation of the larger body of water into which the river empties. The sea resembles a large pond in which the water rises and falls with the oceanic tide, and a river is a canal which leads into it. The rhythmic rise and fall of the sea generate waves which would travel up the river, whatever were the cause of the oscillation of the sea and quite independent of any direct action of the sun and moon on the water in the river itself. It may readily be shown mathematically that long waves travel in shallow water at a speed which depends only on the depth of the water, and that waves are to be considered long when the length is at least twice the depth of the water. Now the tidal wave in a river is many hundreds of times as long as the depth, and consequently it travels at a speed dependent only on the depth of the river. Moreover, its speed is very slow compared with the motion of the great tide wave in the open sea.

The terms "ebb" and "flow" are applied to tidal currents, and often in an erroneous way. Perhaps a remark or two will suffice to clear away the misunderstanding, and we shall then more readily comprehend the exact nature of a bore by seeing more definitely the relation between tidal effects in a river and those along the open sea-coast. The current is properly said to "ebb" when the water is receding from the land sea-ward, and to "flow" when it is approaching the shore. On the open sea-coast ebb and flow are simultaneous with fall and rise, and we often hear the two terms used synonymously; but, as will presently appear, this is incorrect.

Let us begin by considering the tidal currents in a river of uniform depth, with so slow a proper current of its own that it may be regarded practically as a stagnant canal. The only currents to be considered are tidal, and in this case the law is very simple. Whenever at any point on the river bank the water stands above the mean level for that place (the level mid-way between high and low water) the current is up-stream and progresses along with the tide-wave; and whenever the water stands below mean level the current is down-stream and progresses in the direction contrary to the tide-wave. Since the current is up-stream when the water is higher than the mean, and down-stream when it is lower, it is clear that when it stands exactly at mean level there is no current either way and also that at the moment of high water the current is most rapid up-stream, and at low water it is most rapid down-stream. Hence the tidal current "flows" for a long time after high water has passed and when the water-level is falling, and "ebbs" for a long time after low water and when the water-level is rising.

The law of tidal currents in a uniform canal connecting with the sea thus differs entirely from that applying on an open sea-coast, where slack water occurs at high and at low water, as in such a canal. But rivers gradually broaden and become deeper as they approach the coast, and therefore the tidal currents in actual estuaries are intermediate between those of the open sea-coast and those in a uniform canal.

A river has also to deliver a large amount of water into the sea in the course of a single oscillation, and its own proper current is superposed on the tidal currents. Hence in actual rivers the resultant current continues to flow up-stream after high water is reached, with falling water-levels, but ceases flowing before mean water-level is reached, and the resultant current ebbs down-stream after low water, and continues to ebb with the rising tide until mean water is reached, and usually for sometime afterward, the downward stream, in fact, lasting longer than the upward one. The moments at which the currents change will differ in each river according to the depth, the time and the extent of the rise and fall at the mouth, and the volume of water delivered by the river; but in every case the tide rises more quickly than it falls, so that the time-interval from low water to high water is shorter than from high water to low water.

Still another peculiarity of the tide wave in a river is of cardinal importance in the present connection. The full theory of waves would be too technical to be included in this article, and we ask the reader to accept as a fact, which can be proved theoretically, that a wave cannot progress along a river without changing its shape. The change is such that the front slope of the wave gradually gets steeper, and the rear slope becomes more gradual. If this steepening of the front or advancing slope of a wave were carried to an extreme, the wave would present the form of a wall of water; but the mere advance of a wave into shallow water would by itself never suffice to produce so great a change of form without the concurrence of the natural current of the river. The downward current of the river proper has, in fact, a very important influence in heading the sea-water back, and this co-operates with the natural change in the shape of a wave as it runs into shallow water, so as to exaggerate the steepness of the front slope of the advancing wave.

There are in the estuaries of many rivers broad flats or shoals of mud or sand which are nearly dry at low water and in such situations the tide not infrequently rises with such great rapidity that the wave assumes the form of a wall of water, and is then properly called a "bore." Let us note briefly the way in which the Hangchow Bay affords typical circumstances of this sort so that we there have a most striking case of this interesting phenomenon.

THE PHYSIOGRAPHY OF HANGCHOW BAY.

Hangchow Bay or the estuary of the Chien-tang River has a very marked funnel shape. From Yankiao Cape (the extremity of Pu Tung Peninsula) on the north to Ketau Point on the south is considerably over sixty miles; while the distance between banks at point thirty miles further west is approximately only half of this and in twenty miles more has again been reduced to by half, so that along the meridian of Chapi it is only about eighteen miles wide. From Ketau Point to a line approximately northeast there extends for over eighty miles a chain of rugged islands, beginning on the south with Chusan, by far the largest, and ending on the north in the Saddle Group, North Saddle Island being in the same latitude as the low-lying and rounded corner of Yangtze Cape. The most western group is comprised by the Volcano Islands which lie approximately due south from the Yangtze Cape and about midway across the mouth of the bay. We shall presently refer to this group as one of the places at which definite observations of changing water-level have been made in studying the birth of the bore. Westward of this meridian the bay shoals pretty rapidly in the southern half, and at times of low water, west of 121° 4' Longitude the mud dries for two miles from the southern embankment. It was off the northeast corner of this extensive "flat" that H. M. Ship "Kite" was lost.

But the most marked shoaling and constriction in the estuary of Hangchow Bay has yet to be noted. As already stated, at Chapi, which was formerly the port of Hangchow-fu, though now little more than a fishing village with the walled-in part of the town a huge green field with perhaps a dozen houses on its southern side, the bay is about eighteen miles wide. From this point inward the general direction of the bay is southwesterly and safe navigation ends near Rambler Island which is about eleven miles from Chapi. Here the width of the bay, for water over six feet deep, has narrowed to less than five miles and from here on inward for quite a distance the whole estuary with the exception of a very narrow region near the northern bank is a sandy shoal. Between Rambler Island and Haining is a range of hills forming a promontory that extends well out making the general direction of the bay take a quarter turn and bringing it to the north-westward. On this promontory is the town of Kanpu and a little beyond the projecting point of land, and well out in the middle of the channel, is a group of low tide-washed islands. It is at these flats and around along the meridian of hill that an observer at the Haining Pagoda gets his first glimpse of the bore.

Just at the western end of this turn in the northern shore, is a sharp indentation protected by a good sized hill, which forms Bore-shelter Bay.

Junks going from Chapi road to Hangchow take three days, and shelter first in Bore-shelter Bay and second at Haining platform. Boats drawing over three feet should not be used. The return from Hangchow to Chapi road cannot be accomplished safely under three tides in any boat. Thus in spite of being situated on the main tributary of the bay of the same name, the city of Hangchow the capital of the rich and populous province of Chekiang, the centre of a great silk producing district and of the manufacture of the best silks, being the sole source of the silk fabrics supplied to the Imperial household, and a great centre of Chinese culture and literature, has practically no direct communication with the sea. There is a small canal connecting it with Haining, but practically its whole export trade passes through Shanghai by way of the water route we have already described. The population of this ancient and important city is estimated at 350,000 and in 1905 the total of the trade of the port amounted to 17,496,980 Haikuan Taels.

Marco Polo commented upon the vast array of ships in the harbour of Hangchow, but now only a little shipping is found in the bay; so that either the tides in the bay have greatly changed since the days of Marco, or that famous traveller has given us another item on which to charge him with exaggeration. The city itself has certainly lost the grandeur which he ascribed to it, although the famous Western Lake outside the west wall, and extending nearly its whole length, has probably lost little of its natural beauty which prompted the saying—

"Above us lies the heavenly blue,
While here below lies Hang and Soo."
But as others already pointed out while Hangchow may owe its chief fame to this lovely lake with its templed islands and surrounding hills on whose slope giant trees and groves of tall bamboo afford grateful shade for spacious temples, now mostly in decline, it certainly owes its very existence toward the southwest to the construction of the sea wall, called by natives the bore wall.

It is probably true that some thousands of years ago the great flat area now forming a considerable part of the provinces of Chekiang and Kiangsu was under water and that the Yangtze, gradually increasing its delta, reclaimed the land. The inhabitants to assist the river in its land-forming process, built sea walls, using the various islands as corner-stones. The wall or dyke confining the waters of the Haining-Hangchow Canal is probably one of these early structures, which has better withstood the ravages of time and tide. As these walls were multiplied and extended, they caused the projecting north point formed by the alluvial deposits of the Yangtze and the Chien-tang Kiang to extend seaward, thus forming the present funnel-shaped mouth of the latter river, as already noted, and obstructing to a considerable extent the progress of the ocean-tide, the northern promontory deflecting it inward and the shoals causing it to heap up into an increasingly powerful wave—the forerunner of the present bore. Against this rush of water the poorly constructed dykes were insufficient and the people along the shores of Hangchow Bay, especially on the northern side, frequently suffered great losses.

THE GREAT SEA WALL.
Just when and how and at what cost the present substantial sea wall was con-

structed are now matters for more or less conjecture; the chroniclers of the province, neglecting such information as is irrelevant in comparison with fanciful legends, to be re-told in connection with so great a work. One of the most interesting of these stories refers to what was perhaps the first attempt at anything like an adequate sea-wall. It is to the effect that in the reign of Emperor Huang Wu (25 A.D.) an official, Hua Hsin, proposing to build a sea-wall opposite the present site of Hangchow, issued a proclamation offering 1,000 "cash" (about fifty cents gold) for every man-load of earth that the people should bring to the river-bank. On the appointed day a "perfect cloud" of men, women and children came to carry earth. At a given signal every one took up his load and carried it to the spot indicated by Hua Hsin's lieutenants. At this juncture, Hua Hsin himself appeared and feigning surprise when told of the large sum to be paid per man-load, he ordered the people away, saying it was nonsense to talk of such high wages. Roused to indignation the people threw down their loads and walked away. Not wishing to carry the earth back again, they had unwittingly dropped it just where the wily official wanted it. "Thus in one day," Hua Hsin, by his trickery, built a sea-wall of great height, and one that withstood the briny waters for many years."

In spite of this assertion of the native chronicler, however, a dyke built in this fashion was sure to prove flimsy to withstand the impacts of such tides as sweep the Bay, and we are not surprised to find frequent reference to daily sacrifices to the Water Dragon for protection against the powerful waters. It was not until the period of the Five Rulers that these prayers were answered by the appearance of a man of works as well as of faith, the "great Prince Chien," Hangchow's most famous man. Many places of interest about the city still bear his name in recognition of his great services to the people, which included besides the less tangible, though none the less real, benefits of a wise and capable government, the more "substantial" benefits arising from the efficient fortification of the capital city, the preservation of the West Lake as a water supply, the building of public roads, institutions of learning, and canals, and, in view of present considerations, the most worthy of all, the long seawall which stands to-day as the greatest monument of his skill and efficiency in caring for the public weal. Its erection was begun probably about 911 or 915 A.D. It extends from Hangchow to Chuan-sha near the mouth of the Huang-pu, (the river on which Shanghai is situated) a distance of one hundred and eighty miles. It is a stupendous piece of work and should take an equal share of fame with the Grand Canal and the Great Wall of China, for its engineering difficulties were certainly infinitely greater.

Unfortunately there appears to be no record of how these difficulties were really overcome, although as usual the native historian has felt impelled to leave a rather poetic narrative concerning an achievement so vital in its importance to the inhabitants of so large a region. It is to the effect that in the eighth month of the fourth year of the Kai Ping, the energetic and dauntless Prince Chien "began the construction of a great wall along the borders of the Chien-tang Kiang." But the daily inrush of the tides destroyed the work as fast as it was laid, so that a petition was addressed to Heaven, praying that the tides be withheld for two months until the Prince could get the seawall well under way. Another petition was addressed to Wu Tzu-hau and bidden in Prince Chien's ancestral hall, praying that he restrain his wrath over this interference with the tidal movements for a little while. And to make results doubly sure, he also wrote a poem to the Water Dragon, whose yamen is in the briny deep, beseeching the loan of the waters' control for a brief time, that he might succeed in completing the wall to the salvation of his people.

This done, he had three thousand arrows made and covered with deer's hair, dyed in cinnabar and furnished with points of hardened iron. These arrows he placed in six separate piles distributed over the lands daily washed by the tides. He then took a great number of squares of silk of several different colors, and great quantities of choice articles of food, and some incense, six portions of each item, and placed them in six separate incense-burners by the side of the six piles of bows and arrows. All this was accomplished before the going of the third watch had sounded, after which he awaited the coming of day. When morning broke he poured out three libations of wine, and prayed to the six Gods to "Send 600,000,000 soldiers, and Liu (Chien Liu) will with his arrows exterminate the uncanny, scaly Dragon, and so cause the ocean to dry up and prevent the thousand sprites and the one hundred demons from bringing in the destructive tides. Grant my wish, O Shen Chun, and quickly aid, sustain and command me to do this great work." On the morrow he had five hundred skilled archers shoot at the proper moment directly into the heads of the on-coming billows. Each man took up six arrows, one for the head of each billow, and when they had shot five arrows straight into as many lofty waves, the waters suddenly turned and fled!

Whereupon the Prince lost no time in driving great piles by the river bank among which strong creels of bamboo were woven, the whole being filled with earth and large stones. Thus he connected the two ends of his wall, and shut out the destructive waters, and thus we may add, does the historian avoid telling us the true details of the very part of the construction which is its successful accomplishment constitutes the chief wonder.

But it was not enough simply to build the wall. It must be kept in repair and curiously enough, the native chroniclers have accounted most minutely for the cost of the up-keep, which is said to be on the average 12,250,000 per annum, which has led many people of this region to call this seawall "Chien's Second Great Sorrow," giving place only to the Yellow River as her "First Great Sorrow."

For purposes of management and repair the wall is divided into three major divisions with a superintendent over each. These divisions are again divided into many sections about a mile long, and for each mile there are, at ordinary times four to six watchmen who patrol their section much as railroads are usually patrolled.

The first cost of construction must have been enormous, and the mere existence of the wall suffices to show that it must have been of vital importance, and that the land it reclaimed and now protects must have been of immense value to justify such an expenditure.

As it exists to-day its total length is one hundred and eighty miles, and for one-third of this distance it is faced, as at Haining, with heavy blocks of granite and varies from twenty-five to thirty feet in height above low water. Each successively higher layer of granite slabs recedes about five inches, thus forming steps, a very welcome arrangement when after descending to get camera views of various parts of the wall just before a bore was due, we had hastily to retreat before the on-coming tide.

The main difficulty in maintaining an efficient seawall would seem to be to have an outer footing adequate to break the first violence of the incoming bore and to prevent the undermining of the foundations of the main building—in fact it would seem essential that the tides should be entirely kept from entering behind the wall. At Haining the Chinese engineers have apparently succeeded in accomplishing this very satisfactorily in a two-fold fashion—i.e., by a sea-foot proper and by frequent projecting "batter", a combination which besides giving a substantial sea-barrier also affords excellent and frequent refuges for the junks whose masters must needs brave the dangers and difficulties of navigation in a river so fiercely tide-swept as this is.

At the level of the sixteenth ledge from the top, in this step-like face of the wall just referred to, i.e., about twenty feet below the top of the wall, there extends outward a heavy granite platform several layers deep and about fifteen feet wide. At the outer edge of this several rows of piles are set close together and deeply driven into the river bed. Here there is a drop of four or five feet followed by another shelving granite platform, somewhat wider than the first and similarly edged with several rows of much heavier and more numerous piles. Here there is a further drop of six or eight feet to a sandy beach which for a yard or two is rock strewn and studded with piles, a jagged fringe of which about ten feet further out marks the outer edge of this remarkable barrier.

At intervals of half a mile, at least in the immediate vicinity of Haining, huge projecting buffers in semi-elliptical form have been built of brush and piles. The ends of the brush which has been stacked and interwoven in horizontal layers are presented on all sides and down through the mass several concentric rows of stout piles have been driven. These buffers are slightly higher than the seawall itself and also extend out beyond the last row of piles which forms the edge of the wall's sea-foot. Topped with earth which affords a rooting place for bushes and small trees, they constitute a notable feature of this very creditable piece of Chinese engineering. Some idea of the destructive force of the bore may be had by inspecting the first buffer east of the pagoda. It is about one-third demolished, so that instead of a well rounded form it now consists of four or five distinct terraces, which are probably constantly settling down and pushing the lower terraces into positions affording less resistance to the tide. On the other hand the buffer just west of the pagoda is in splendid repair, and behind it high up on the topmost granite platform several junks were enjoying a safe shelter.

The stones on the top of the wall are from twelve to sixteen inches wide, sixteen to eighteen inches thick, and from three and a half to four feet long; and most of the blocks used both in the wall and in the platforms of the floating seem equally as large. Along the top of the wall adjacent stones are fastened together by heavy iron mortises in the shape of a double wedge four or five inches broad, two linking each pair of stones. Whether the lower layers of blocks are mortised in the same way we were unable to determine, though a friend has reported that he has observed these links also in the slabs forming the footing-platform, though we saw none in the part we examined. On the top of the bunding from Hangchow to beyond Haining, about forty-five miles, there is a broad earth roadway, suitable for riding or even driving, though the latter might be risky, a unique country road for the part of the province we have seen. Back of the roadway there is a further embankment some ten feet high and about fifteen or twenty feet thick, which completed the barrier to the encroachment of the bolterous tides. Practically all of the houses near the river are built on levels lower than this bank.

The Haining pagoda, which has been mentioned already, is apparently not very old, and was probably built as we shall note later on, by a Buddhist believer in *fung shai*, as a protection to the bund and the city against the ravages of the "serpent's head." It is a fair specimen of its class, and certainly forms the most prominent eminence on that section of the wall and together with the more recently constructed pavilion just below it, serves well to mark a vantage point from which to view the approach and passage of the wonderful wave which sweeps past at every tide.

[To be continued.]

SIXTEEN men were arrested shortly after eight o'clock last night, the result of a gambling raid, executed by Detective Sergeant Withers on the second floor of MacKay, Aberdeen Street. The men were playing *spang-pai*. They were arranged before Mr. W. A. Hazeland, this morning at the Police Court—the first two men being charged with running a gambling house, and the remainder with gambling. The charge was proved against the two leaders, each of whom was fined £50 each, while the remainder got off with 2s each.

To-day's Advertisements.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NEW YEAR HOLIDAY.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TOMORROW (TUESDAY), 1st January, 1907, By Order,

A. R. LOWE, Secretary.

Hongkong, 31st December, 1906. [1257]

A. S. WATSON & CO., LIMITED.

NOTICE.

NEW YEAR'S DAY.

ALL Departments will be open for business from 10 A.M. to 1 P.M. THE HONGKONG DISPENSARY. Hongkong, 31st December, 1906. [1259]

WANTED.

A CHINESE CLERK AND DRAUGHTSMAN in the SANITARY DEPARTMENT. Salary:—\$480 to \$560 by \$50 annually. For particulars, apply to the Secretary, Sanitary Board, J. M. ATKINSON, P.C.M.O. Hongkong, 31st December, 1906. [1254]

ACKNOWLEDGMENT.

MR. and MRS. SORABJEE DHUNJEE BHOO SETNA beg to THANK ALL THEIR FRIENDS for the heartfelt sympathy shown to them in their recent sad bereavement. Hongkong, 31st December, 1906. [1258]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AFRICAN PORTS up to CALAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Dodero, will be despatched as above, on FRIDAY, the 13th January, at Noon. At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 31st December, 1906. [1260]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA."

Captain C. D. Goldsmith, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 12th January, 1907, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo in France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London. Other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oceana*, due in London on the 23rd February, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Company and Value of all Packages are required. For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 31st December, 1906. [1261]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any L.D. B.T.S. contracted by the Officers or the Crew of the following vessel during her stay in Hongkong Harbour—

E. B. SUTTON, American ship, Captain Butmann.—Amhold, Karberg & Co.

STEAM TO CANTON.

THE New Twin Screw Steel Steamer.

"KWONG TUNG" 1,258 H.P. W. WALKER. Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 5 P.M. every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, \$5 (Servant included). [To be continued.]

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUNYON S.S. CO. LD.

Hongkong, 31st December, 1906. [1262]

Intimations.

THE ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED ASSORTMENT

MUSIC.

Comic Opera Scores and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [1263]

UNSURPASSED FOR QUALITY AND CONDITION.

HALL'S 'BOAR'S HEAD' BRAND.

GUINNESS'S EXTRA FOREIGN STOUT.

BASS'S INDIA PALE ALE

('RED TRIANGLE')

THE VERY FINEST PRODUCTIONS

OF THE

CELEBRATED BREWERIES

Messrs. A. GUINNESS, SON & Co., Ltd.

Messrs. BASS & Co., Ltd.

IN CASES QUARTS, PINTS, AND SPLITS.

PRICE LIST ON APPLICATION.

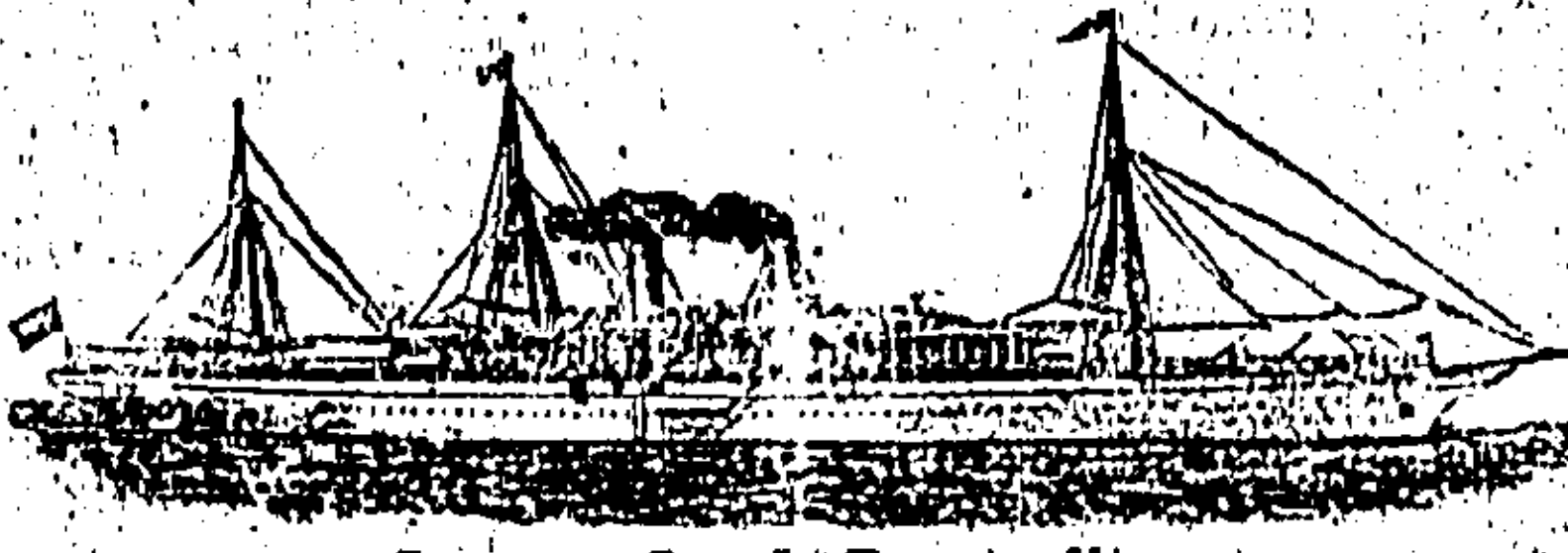
10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

SOLE AGENTS

H. PRICE & CO. WINE AND SPIRIT MERCHANTS

12, QUEEN'S ROAD CENTRAL. Hongkong, 31st December, 1906.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR".....	4,425	WEDNESDAY, January 9th.....	February 2nd
"EMPRESS OF CHINA".....	6,000	THURSDAY, January 17th.....	February 4th
"MONTEAGLE".....	6,163	WEDNESDAY, January 23rd.....	February 16th
"EMPRESS OF INDIA".....	6,000	THURSDAY, February 14th.....	March 4th
"ATHENIAN".....	3,882	WEDNESDAY, February 20th.....	March 16th
"EMPRESS OF JAPAN".....	6,000	THURSDAY, March 14th.....	April 1st

"EMPRESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40. "£42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

Hongkong, 20th December, 1906. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW.....	CHOY SANG	TUESDAY, 1st Jan., Daylight.
SINGAPORE, PENANG & CALCUTTA.....	KUHSANG	THURSDAY, 3rd Jan., 3 P.M.
MANILA.....	YUENSANG	FRIDAY, 4th Jan., 4 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, (via Ching Wan Tao) and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General-Managers.

Hongkong, 29th December, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
YOKOHAMA AND KOBE.....	"CHINGTU".....	1st January, 4 p.m.
TAKOW.....	"NANCHANG".....	2nd " "
SWATOW, AMOY, FOCHOW and SHANGHAI.....	"KANGSU".....	2nd " "
MANILA.....	"TAMING".....	2nd " "
SHANGHAI.....	"YOHOW".....	4th " "
WINA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA".....	5th " "
OBLO and ILOILO.....	"HUNGKIANG".....	12th " "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

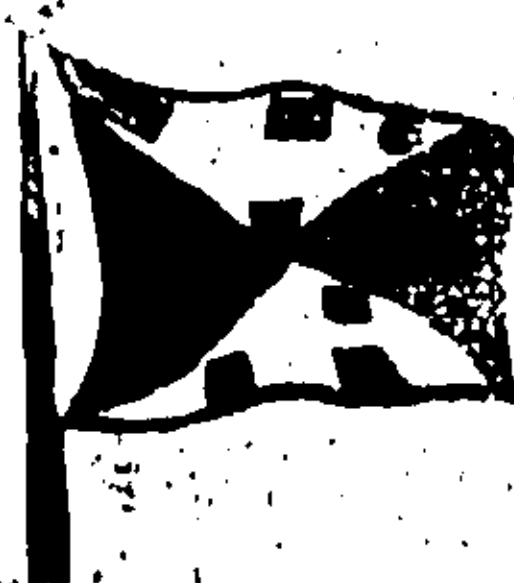
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A daily qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th December, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 5th Jan., at Noon.
RUBI.....	2540	R. Almond.....	"	SATURDAY, 12th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th December, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship..... About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINLAND," "HAMBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SILESIA..... 6th January.	ANDALUSIA..... 3rd January.
SCANDIA..... 1st February.	HOHENSTAUFEN..... 17th January.
HAMBURG..... 3rd March.	AMBRIA..... 15th January.
RHEINLAND..... 1st April.	SPEZIA..... 25th January.
Hongkong, 29th December, 1906.	SILESIA..... 8th February.
	FOR NEW YORK.
	VANDALIA..... 5th January.
	NUBIA..... 29th January.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN. Taking Cargo at through rates to Tawao, Lahad Datu, Labuan, Jolo, Menado and Zamboanga.

THE Steamship "BORNEO," Captain F. Semblil, ready to load on Wednesday, the 2nd January, will leave on THURSDAY, the 3rd January, at Noon.

For Freight or Passage, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 29th December, 1906. [12]

FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on THURSDAY, the 3rd January, 1907, at 3 P.M.

For Freight, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 28th December, 1906. [1242]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE, via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

THE Steamship "KASATO MARU," 6,000 tons, Captain W. C. T. S. Filmer, will be despatched as above, in April, 1907.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to K. MATSUDA, Manager, Yok Building.

Hongkong, 27th December, 1906. [1248]

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Company's Steamship "GLENLOCHY" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Plate Cuttings, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd January will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW, Agents.

Hongkong, 26th December, 1906. [1241]

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Mador" and "Cordonan," from Havre ex s.s. "Cordonan," and from Bordeaux ex s.s. "Ville de Dunkerque," in connection with above Steamer, are hereby informed that their Goods, with the exception of Oplum, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimations received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st January, 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st January, 1907, or they will not be recognized.

All damaged packages will be examined on FRIDAY, the 28th December, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th December, 1906. [11]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex s.s. "India." From Australia, &c., ex s.s. "Himalaya." From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th December, 1906. [14]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship "RAS BERA," Captain Morris, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 31st instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 24th December, 1906. [1233]

For Sale.



FOR SALE.

WELSCHACH'S IN-DOOR AND OUT-DOOR 4-LIGHT GAS BAKED LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, OIL-NEYS, GLOBES, SHADES, &c., &c.

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

SOLD BY CHEMISTS. Circular mailed on request.

MANUFACTURED BY The Evans Chemical Co. GINGHAT, C. U. S. A.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO., 109, Des Voeux Road Central.

Hongkong, 1st December, 1906. [19]

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON; SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITER- RANEAN AND BLACK SEA PORTS.

The S.S. "YARRA," Captain. Sellier, will be despatched for MARSEILLES on TUESDAY, the 8th January, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "Vila de la Cioat" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—S.S. "SALAZIE"..... 22nd January.

S.S. "OCEANIE"..... 5th February.

S.S. "TOURANE"..... 19th February.

G. DE CHAMPEAUX, Agent.

Hongkong, 28th December, 1906. [11]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Pleasant*... 3,753 F.G. Purinton 3rd Jan.

Lyra*... 4,417 G.V. Williams 9th Jan.

Shavmut*... 9,606 E.V. Roberts 23rd Jan.

Hyades*... 3,753 J. Alwen 30th Jan.

Tremont*... 9,606 T.W. Garlick.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "Shavmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 27th December, 1906. [12]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA"..... 19th January, 1907.

S.S. "SIKH"..... 9th February.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 26th December, 1906.

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 7th March, 1905. [11]

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1901. [16]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$8.70 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd October, 1906. [17]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—SIEMSEN & CO.

Hongkong, 10th January, 1901. [162]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

big of Gye, the Covent Garden manager, to be allowed to sing for nothing—an offer which she did not afterwards repeat to any manager—and it was only after some persuasion that she secured an appearance. Just one incident of this debut which took London by storm may be recalled. A critic wrote that her voice could not possibly last long, a remark that once inclined to nail up by side of the early sayings on Wagner, as a warning to the present generation of musical scribes against fatuous assertion "ex cathedra."

I have no space here to attempt any sketch of Mme. Patti's splendid career; besides, as I have remarked, it is history by now. We all know that she has worn 4,000,000 of jewels on the stage; that she has received £1,200 a night; that things have been deferential to her; and so on. Suffice it to say that the capitals of almost every civilised country have been conquered by her.

A LENGTHY REPERTOIRE.
I am not old enough to have heard Mme. Patti's voice in its prime, but anyone who listens to her singing now can discern the perfection of her method and the smooth, velvet-like quality of many of her notes. If you think that years ago she sang easily up to F in alt, and that her voice throughout its huge compass was always of that brilliant and liquid quality, you can easily picture the force the young singer must have made in the days when our fathers went to the opera—days when the singer was first and the music nowhere.

Apart from her voice, Mme. Patti had many talents. She was always acted well, leaving stage "business" when, as a tiny child, she stood in the "wings" and watched the performance of others.

It has often been urged against the great singer that she has unduly neglected modern music.

She has, of course never sung any Wagner roles, not because she does not like the music—for Patti has always publicly avowed her admiration of the master, and has regularly attended Bayreuth—but probably because she felt the limitations which every artist has. Mme. Patti was not in the heroic mould of a Brünnhilde or an Isolde. No one could ever fancy her in either of those rôles, and I am sure the great body of her admirers have never wished her to be a Wagnerian heroine. Her Southern nature naturally inclined to Italian art, and as an exponent of bel canto in the operas of Mozart, Donizetti, Bellini, Meyerbeer, Verdi, she has stood alone and unrivaled.

Also, one cannot accuse Mme. Patti of having had a limited repertoire, since she knew 42 rôles during her operatic career; French and even English opera did she appear in. Gounod spoke of her as the peerless Marguerite, Rossini looked upon her as an ideal interpreter of his heroines, and Auber considered her perfect in Mozartian music.

OLD ENGLISH SONGS.

From the time that she made England—her father, Wales—her home Mme. Patti appeared a good deal on our concert platforms, in the spare intervals between her opera work. Her last appearance at Covent Garden was in 1895 in "La Traviata," on which occasion her display of jewels was memorable. Musical amateurs have known Patti during the last decade chiefly as a ballad singer. In that capacity the great singer has earned the gratitude of all English folk for her rescue from partial oblivion of many of our beautiful old English songs, such as those of Bishop, the composer of "Home, Sweet Home."

If you want to hear how a perfect art brings out all the latent beauty of those old ballads of ours, go to hear Patti tomorrow. She will surely go to sing a good many of them before her enthusiastic admirers will allow her to leave the platform.—Henry J. Coates in *Morning Leader*.

Shipping.

Paoting, Br. s.s., 1,076, J. Cognan, 29th Dec.—Svato 28th Dec, Ballast.—B. & S.

Fukuoka Maru, Jap. s.s., 1,090, S. O. 29th Dec.—Anping via Amoy and Swatow 26th Dec, Brick and Gen.—O. S. K.

Jacob Diederichsen, Ger. s.s., 633, D. Hentz, 29th Dec.—Kwang-chow-wan 26th Dec, and Macao 29th Dec, Gen.—J. & Co.

Empire, Br. s.s., 4,500, P. T. Helms, 30th Dec.—Australia 5th Dec, Gen.—G. L. & Co.

Taiwan, Br. s.s., 1,040, J. A. Martin, 30th Dec.—Java 14th Dec, Sugar and Gen.—Chin.

Pollux, Nor. s.s., 780, H. E. Bjorness, 30th Dec.—Wakamatsu 23rd Dec, Coal.—Aagaard, Thoresen & Co.

Yochow, Br. s.s., 1,305, J. H. Brown, 31st Dec.—Shanghai 27th Dec, Gen.—B. & S.

Aki Maru, Jap. s.s., 3,995, M. Yagi, 31st Dec.—Shanghai 27th Dec, Flour and Benares Opium.—N. Y. K.

Choyang, Br. s.s., 1,424, A. E. Sandbach, 31st Dec.—Canton 30th Dec, Gen.—J. M. & Co.

Joikin Maru, for Swatow.

Tijmaki, for Batavia.

Marcedes, for Weihaiwei.

Hongkong, for Haiphong.

Knutford, for Rangoon.

Knutberg, for Kwong-chow-wan.

Hsin Kong, for Shanghai.

Elkton Maru, for Canton.

Ching Ping, for Canton.

Fukuoka Maru, for Moji.

Choyang, for Shanghai.

Paoting, for Canton.

Passengers Reported.

Per Paoting, from Swatow—Messrs. A. G. Wood, Patrick Moran, and 68 Chinese.

Multatun and 4 children, Miss I. Wilson, Messrs. Manuel Gonsalves, Patricio de Jesus, Clotilde and Clotilde de Jesus, Antonio Nogueira, Antonio Diniz, Joaquim Marquis, J. C. Palmer, Mr. and Mrs. R. Siebenschen, Mr. E. C. Brand, and 238 Chinese.

Vessels in Port

Strawberry.

Borneo, Ger. s.s., 1,344, F. Semblil, 22nd Dec.—Sandakan 19th Dec, Timber and Gen.—M. & Co.

Chingtu, Br. s.s., 1,409, W. B. Brown, 25th Dec.—Sydney and Australian Ports 25th Dec, Gen.—B. & S.

Chip-Shing, Br. s.s., 1,199, G. S. Weigall, 21st Dec.—Canton 20th Dec, Gen.—J. M. & Co.

Chunshang, Br. s.s., 1,417, R. Cox, 21st Dec.—Sourabaya 10th Dec, Sugar.—J. M. & Co.

Empress of China, Br. s.s., 3,036, R. Archibald, 21st Dec.—Vancouver, B.C., 27th Nov, and Shanghai 13th Dec, Mails and Gen.—C. P. R. Co.

Hikosan Maru, Jap. s.s., 2,302, T. Fukin, 28th Dec.—Moji 22nd Dec, Coal.—M. B. K.

Hopang, Br. s.s., 1,350, J. M. Hay, 16th Dec.—Hongay 22nd Dec, Coal.—J. M. & Co.

Kabafuto Maru, Jap. s.s., 2,195, Kyashimatsu, 26th Dec.—Moji 21st Dec, Gen.—Fukusei & Co.

Kumsang, Br. s.s., 2,078, E. J. Buller, 16th Dec.—Calcutta via Penang and Singapore 8th Dec, Gen.—J. M. & Co.

Kweilin, Br. s.s., 1,072, Hards, 21st Dec.—Canton 20th Dec, Gen.—B. & S.

Lightning, Br. s.s., 2,122, I. G. Spence, 26th Dec.—Calcutta 9th Dec, Penang and Singapore 20th Dec, Gen.—D. S. & Co., Ltd.

Lisa, Swed. s.s., 968, H. Horn Dahl, 16th Dec.—Probolinggo (Java) 3rd Dec, Sugar.—S. W. & Co.

Loosok, Ger. s.s., 1,020, G. Schultzen, 20th Dec.—Bangkok 10th Dec, and Swatow 19th Dec, Gen.—B. & S.

Loyal, Ger. s.s., 1,237, F. Natzius, 21st Nov.—Bangkok 9th Nov, Rice and Gen.—S. W. & Co.

Madeleine Rickmers, Ger. s.s., 1,020, S. Simonsen, 27th Dec.—Bangkok 15th Dec, Gen.—B. & S.

Monteagle, Br. s.s., 3,953, S. Robinson, 14th Sept.—Vancouver 20th Aug, and Shanghai 11th Sept, Flour, Lead and Gen.—P. R. Co.

Neif, MacLeod, Am. s.s., 901, E. Corral, 19th Dec.—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, Am. s.s., 715, M. Lopez, Blanco, 12th June.—Manila 9th June, Ballast.—Barretto & Co.

Petchaburi, Ger. s.s., 1,373, Gosewisch, 24th Dec.—Bangkok 16th Dec, Gen.—M. & Co.

Sandakan, Ger. s.s., 1,110, G. Weendig, 17th Dec.—Sydney 23rd Nov, and Manila 14th Dec, Gen.—M. & Co.

Sarsogan, Am. s.s., 423, Vitteria, 7th Sept.—Manila 4th Sept, Ballast.—Order.

Simongan, Dut. s.s., 1,200, Zuiderhoudt, 24th Dec.—Samarang 12th Dec, Sugar.—Yuen Fat Hong.

Standard, Nor. s.s., 894, H. N. Bull, 26th Dec.—Hilo 21st Dec, Sugar and Wood.—Aagaard, Thoresen & Co.

Suez, Russian s.s., 1,305, Miller, 29th Dec.—Canton 28th Dec, Ballast.—Order.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 27th Dec.—Manila 24th Dec, Gen.—B. & S.

Tolsjo, Nor. s.s., 1,040, C. Bertzen, 26th Dec.—Port Louis (Mauritius) 29th Nov, Sugar.—Order.

Uindin, Nor. s.s., 1,113, H. Thorkjornsen, 23rd Dec.—Chelso 17th Dec, Gen.—Aagaard, Thoresen & Co.

Victoria, Swed. s.s., 989, J. A. Hellberg, 14th Dec.—Sourabaya and Samarang 30th Nov, Sugar, Molasses and Gen.—Aagaard, Thoresen & Co.

Wongkoi Ger. s.s., 1,115, W. Rehn, 28th Dec.—Bangkok 15th Dec, Timber and Rice.—M. & Co.

Yruna, Am. s.s., 467, H. Nelson, 16th Oct.—Amoy 14th Oct, Ballast.—Yeng Chung.

Sailing Vessels.

E. B. Sutton, Am. ship, 1,639, Butmann, 22nd Dec.—Haiphong 1st Dec, Ballast.—A. K. & Co.

Ekasooni, Br. ship, 1,670, Wm. McBurnie, 12th Oct.—Manila 13th Sept, Ballast.—Order.

Prince George, bk., 472, A. R. Anderson, 18th Oct.—Manila 26th Sept, Old Iron.—Order.

Steamers Expected.

America Maru, Manila, T. K. K., Jan. 1.

Kutsang, Singapore, J. M. & Co., Jan. 1.

Prinz Heinrich, Singapore, M. & Co., Jan. 2.

Benary, Singapore, G. L. & Co., Jan. 2.

Java, Singapore, P. & O. Co., Jan. 3.

Iechia, Singapore, C. & Co., Jan. 3.

Siberia, Singapore, P. M. Co., Jan. 7.

Taiyuan, Sydney, B. & S., Jan. 18.

Manila, Sydney, M. & Co., Jan. 19.

Europe, India, via Suez, 8th Jan, 11 A.M.—Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Tartar, 9th Jan, 10 A.M.

Singapore, Penang and Bombay—Per Ickla, 11th Jan, 11 A.M.

Manila—Per Rabi, 12th Jan, 11 A.M.

Cebu and Iloilo—Per Sungkang, 12th Jan, 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 15th Jan, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 17th Jan, 3 P.M.

Europe, India, via Tuticorin—Per Salatia, 22nd Jan, 11 A.M.

Europe, India, via Tuticorin—Per Oceania, 5th Feb, 11 A.M.

NEW YEAR'S HOLIDAYS.

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A Mail for Macao is despatched per s.s. Wingang on week-days, at 6 p.m. On Sunday the mail for Macao is closed at 8 a.m.

Mails for Canton, Wuchow, and Samshui will be closed on week-days, at 7 a.m. and at 6 p.m. until further notice.

VISITORS AT THE HOTELS.

CRAIGSBURN.

Adams, M. and Mrs. F. Smith, E. Grant.

Dann, G. H.

Gaskell, Mr. and Mrs. Webb, Mr. and Mrs. Pye, E. Burnes.

Smith, Mr. and Mrs. Young, J. A. Grant.

Occidental.

Binder, F.

Brown, Mrs. W. S.

Capell, Mr. and Mrs. Robertson, Miss Kathi.

Cox, H. M. S., Lt. H. B. G.

Gow, Mrs. W. and 2 children.

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Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Siberia, 15th Jan, 11 A.M.

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Advertisements.

XMAS! 1906! XMAS!

SWEETS, FONDANTS, MARRONS GLACES,
FRENCH, ENGLISH AND SWISS
CHOCOLATES AND BON-BONS.

Liqueurs of the most renowned French Brands.

CHAMPAGNES, BURGUNDIES AND
CLARETS

OF THE CHOICEST VINTAGES.

Before making your purchases you should inspect
our stock.

A. CHAZALON & CO.,

69, QUEEN'S ROAD CENTRAL.

Hongkong, 20th December, 1906.

NOTE, WRITING AND BOOK
PAPERS,

BY THE QUIRE OR REAM.

The Celebrated Wiggins Teape & Co.'s "3009"
Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to
match, in boxes.

For samples and prices,

Apply at—

THE "HONGKONG TELEGRAPH" OFFICE,

1, Ice House Road.

Hongkong, 7th December, 1906.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pla.
COGNAC	821.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

REQUISITES

AC.

AC.

AC.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR PHOTOGRAPHERS RECEIVE PROMPT AND CAREFUL ATTENTION.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOOR & Co. Corrected to noon. Later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE CLOSING QUOTATION.
BANKS.							
Hongkong & Shanghai Banking Corporation.....	20,000	\$125	\$125	\$1,000,000 \$10,250,000	\$1,712,472	\$1.15/- @ Ex. 2/11—\$16.47 for first half year 1906	\$825 sellers London 204
National Bank of China, Limited.....	99,925	£7	£6	\$12,725 \$150,000	\$74,099	\$2 (London 3/6) for 1905	£47
MARINE INSURANCES.							
Canton Insurance Office, Limited.....	10,000	\$250	\$50	\$1,075,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %
North China Insurance Company, Limited.....	10,000	£15	£5	\$110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 %
Union Insurance Society of Canton, Limited.....	10,000	\$250	\$100	\$1,000,000 \$331,131 \$1,153,844 \$109,779 \$100,000 \$61,028 \$15,527	\$2,792,271	Interim div. of \$30 for 1905	4 1/2 %
Yangtze Insurance Association, Limited.....	8,000	\$100	\$60	\$1,000,000 \$229,488 \$2,616	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %
FIRE INSURANCES.							
China Fire Insurance Company, Limited.....	20,000	\$100	\$20	\$1,000,000 \$1,220,928	\$344,098	\$6 for 1904	6 1/2 %
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	\$1,000,000 \$1,220,928	\$422,618	\$25 for 1904	7 1/2 %
SHIPPING.							
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	\$6,000 \$264,638 \$93,563	\$6,563	\$14 for 1905	7 %
Douglas Steamship Company, Limited.....	30,000	\$50	\$50	\$250,000 \$144,386 \$120,000	Nil.	\$24 for year ended 30.6.1906	6 1/2 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	\$250,000 \$144,386 \$120,000	\$5,464	\$1 for 1st half-year 1906	7 1/2 %
Indo-China Steam Navigation Company, Limited.....	10,000	£10	£10	\$23,999 Tls. 40,000 Tls. 40,000	£3,452	10/- @ ex. 2/11 9/16—\$1.69	5 1/2 %
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	\$400,000 \$2,414 \$2,414	Tls. 23,156	Interim div. of Tls. 2 1/2 for 1905	6 1/2 %
Do. (Preference)	100,000	£1	£1	\$2,414 \$2,414	£207,815	1/- (Coupon No. 6) for 1905	4 %
"Shell" Transport and Trading Company, Limited.....	10,000	\$10	\$10	\$10,000 \$10,000	\$218	\$1.50 for year ending 30.4.1906	5 1/2 %
Star Ferry Company, Limited.....	10,000	\$10	\$5	Tls. 98,000 Tls. 395,479 Tls. 48,000	13,983	Interim div. of Tls. 2 account 1906	8 1/2 %
Paku Tug and Lighter Company, Limited.....	10,000	Tls. 50	Tls. 50	Tls. 87,200			Tls. 50
PRIMERIES.							
China Sugar Refining Company, Limited.....	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	10 1/2 %
Luxon Sugar Refining Company, Limited.....	7,000	\$100	\$100	none	\$132,588	\$3 for 1907	5 1/2 %
Perak Sugar Cultivation Company, Limited.....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8-1/2) for year end 31.8.06	5 %
MINING.							
Chinese Engineering and Mining Company, Ltd.....	100,000	£1	£1	\$110,000 £26,011	\$12,546	Final of 1/- (No. 7) making 2/1 for year ended 28.2.06	7 %
Consolidated Mining Company, Limited.....	500,000	G. \$10	G. \$10	none	G. \$909,050	Interim of 50 cents for account 1906	10 %
Hub Australian Gold Mining Company, Limited.....	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/-=48 cents	18 1/2 buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited.....	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	13 %
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$150,000 \$65,160 \$20,000	\$20,040	\$24 for a/c 1906	6 1/2 %
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2 %
New Amoy Dock Company, Limited.....	10,000	\$64	\$64	\$88,000	\$2,221	\$1 for 1905	6 1/2 %
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,210 Tls. 57,065	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %
Shanghai and Hongkew Wharf Company, Limited.....	32,000	Tls. 100	Tls. 100	Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 %
Wangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	10 %
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	\$30,000	\$8,418	\$3 for year ended 30.6.1906	10 %
Central Stores, Limited.....	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %
Do. (new issue)	24,000	\$15	\$15	none		7 % on \$74 for 1905	13 1/2 %
Do. (Founders).....	123	\$15	\$15	none		None	13 1/2 %
Hongkong Hotel Company, Limited.....	12,000	\$50	\$50	\$648,975 \$19,075	\$10,057	\$5 for first half-year for 1906	9 %
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$67,839	Interim div. of \$33 account 1906	6 1/2 %
Hotel des Colonies Company, Limited.....	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 1/2 = 10 % for 1905	16 1/2 %
Hotel Metropole Company, Limited.....	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	12 1/2 %
Humphreys Estate & Finance Company, Limited.....	150,000	\$10	\$10	\$208,386	\$5,070	80 cents for 1905	7 %
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$50	none	\$574	\$24 for 1905	6 1/2 %
Shanghai Land Investment Company, Limited.....	12,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %
Do. do. (new issue)	26,000	Tls. 50	Tls. 25	Tls. 170,000		Interim div. of \$2 account 1906	8 %
West Point Building Company, Limited.....	12,500	\$50	\$50	none	\$772		
COTTON MILLS.							
Iwo Cotton Spinning and Weaving Company, Ltd.....	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,013 \$110,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	125,000	\$10	\$10	\$110,000	\$21,660	\$12 for the year ending 31.7.06	9 1/2 %
International Cotton Manufacturing Company, Ltd.....	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	9 1/2 %
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	7 1/2 %
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited.....	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %
Bell's Asbestos Eastern Agency, Limited.....	8,004	12/6	12/6	\$814	\$866	1/3 per share for 1905	8 1/2 %
Campbell, Moore & Co., Limited.....	1,200	\$10	\$10	\$9,000	\$1,007	\$3 for 1905	9 1/2 %
China-Borneo Company, Limited.....	60,000	\$12	\$12	none	Nil.	\$1 for 1904	16 1/2 %
China Flour Mill Co., Limited.....	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %
China Light and Power Company, Limited.....	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	8 1/2 %
Dairy Farm Company, Limited.....	25,000	\$7 1/2	\$6	\$50,000	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2 %
Green Island Cement Company, Limited.....	200,000	\$10	\$10	\$410,000 \$500,000 \$186,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2 %
Hall & Holtz, Limited.....	21,000	\$20	\$20	\$186,000	\$20,893	\$24 for year ending 28.2.06	10 1/2 %
Hongkong Electric Company, Limited.....	60,000	\$10	\$10	none	\$2,568	\$1.00 for 10 months ending 28.2.06	8 %
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	\$50,000 \$80,000 \$31,000	\$2,796	Int. div. of \$2 for 10 months ending 18.10.05	10 1/2 %
Hongkong Ice Company, Limited.....	5,000	\$25	\$25	\$125,000	\$3,796	Int. div. of \$4 for 1-year ended 30.6.06	8 %
Hongkong Rope Manufacturing Company, Ltd.....	50,000	\$10	\$10	\$50,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	\$15,000	\$88	Final of 50 cents making \$1 for the year	12 1/2 %
Maatschappij tot Mijl-, Bosch- en Landbouw- exploitatie in Langkat, Limited.....	25,000	Ga. 100	Ga. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	4th interim div. of Tls. 74 making Tls. 30 so far a/c 1906	9 1/2 %
Philippine Company, Limited.....	67,500	\$10	\$10	none	Dr. P. 34,324	None	5 1/2 %
Shanghai Gas Company, Limited (old).....	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 34 account 1906	6 1/2 %
Do. do. (new).....	8,000	Tls. 50	Tls. 50	Tls. 450,200	Tls. 9,751	Tls. 6 for 1904	13 %
Shanghai Home Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 37,000 Tls. 24,820 Tls. 25,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 1/2 %
Shanghai Pulp and Paper Company, Limited.....	4,500	Tls. 100	Tls. 100	Tls. 24,820 Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %
Shanghai-Sumatra Tobacco Company, Limited.....	30,000	Tls. 20	Tls. 20	none	Tls. 85,592	Interim div. of 15/- for 1-year 1906	
Shanghai Waterworks Company, Limited.....	8,175	£20	£20	Tls. 190,000	Dr. £41,934	Interim div. of 5/- for 1-year 1906	10 %
South China Morning Post, Limited.....	7,200	\$25	\$25	none		30cts. (old) & 15cts. (new) ear ended 31.5.06	10 %
Steam Laundry Company, Limited.....	20,000	\$5	\$5	none	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %
Sze Hai Waterworks Company, Limited.....	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 752	70 cents for year ended 31.5.1906	8 1/2 %
United Asbestos Oriental Agency, Limited.....	9,000	\$10	\$10	\$300,000 \$25,000	\$7,734	Interim of 40 cents for account 1906	8 1/2 %
Do. (Founders).....	100	\$10	\$10	\$25,000	\$182	Final of 30 cts. making 85 cts. for the year ended 30th June, 1906	10 %
Watson, (A. S.) & Co., Limited.....	90,000	\$10	\$10	\$300,000 \$25,000			
William Powell, Limited.....	15,000	\$10	\$10	\$4,500			